

## OPPOSE LOCATION OF POWER PLANT

### Members of Fine Arts Commission Say Building Would Be "Disagreeable Object."

### DISAPPROVAL OF THE SITE ALREADY VOICED BY BODY

### Proposed Plan for Its Erection at 14th and Water Streets Considered Too Near Potomac Park.

Decided opposition to the erection of the central power plant at 14th and Water streets, on the banks of the river, near one of the main entrances to Potomac Park, is voiced by each of the members of the fine arts commission, which as a body already has reported officially its disapproval of the plan as planned by the Treasury Department.

This attitude was emphasized today following the adoption of a provision in the urgent deficiency bill by the Senate Saturday that work shall not proceed on the central power plant until the fine arts commission has passed on the plan and the President has approved them.

According to one of the members of the commission the location of the proposed plant at the site designated is viewed "with grave anxiety" by every one who has the proper development of the National Capital at heart.

#### Plant Would Be Unsightly.

"The plans for the powerhouse," said he, "contemplate a structure 178 feet 8 inches long by 126 feet 6 inches wide, having a height of from eighty to ninety feet above the level of the river and upon which are superposed four large chimney stacks each about sixteen feet in diameter and about 188 feet in height above the ground or about 286 feet above the river level. "A structure of this size and character obviously would be conspicuous wherever located, but in this case, but a more unfavorably conspicuous site could hardly have been selected, because the proposed plant will be a disagreeable object in the view from the most prominent points in the National Capital, particularly from the Capitol, the White House and the Lincoln memorial and East Potomac Park and also Arlington.

"Its close proximity to the Washington Monument will affect seriously the simple dignity of that structure, and its great bulk and huge stacks will cause a deplorable aspect in that section of the city.

"If such a plant should be proposed for erection in or near Central Park, in the city of New York; or in or near the Boston Common, in Boston; or on the river in or near Fairmount Park in Philadelphia; or in or near Forest Park, in St. Louis; or on the lake front in Lincoln Park, in Chicago; or Lake Shore Park, in Cleveland; or in or near the park system of San Francisco; or in any of the other cities of the country, the Pennsylvania railroad recognized that the location of its depot and tracks across the Mall in Washington, and the aspect of the city of Washington, and notwithstanding that they gave them a much more central location, they were willing to remove them to their present site and surrender a valuable franchise right because they became convinced it was against the dignified and harmonious development of the Capital city. Arguments have been made for the centrality of this large plant at this point, but these ought not to have any weight when its location contravenes the general development of the city and is detrimental to the dignity and beauty of the city.

Opposed by Commission. The commission strongly disapproved of the plan as designed and viewed its proposed location at the present designated site with grave anxiety.

"The four large stacks are, of course, objectionable, but even if erected without stacks, using forced draft, it would not dispose of the gases. Even if the engineers who designed the plant do not pretend to say what gases might be developed from such a plant, it is detrimental to the practical work of the bureau of engraving and printing, and to many valuable and delicate objects in the National Museum and the Smithsonian Institution. In the case of private plants, for instance, the absolute requirement was made by Mr. Harrison on his private estate in Arden, N. Y., that there shall be no chimney or stack.

"There seem to be no practical engineering reasons why this plant should be located on the river front or on the harbor. The Capitol power plant is not located there. The only purpose of being close to the river is apparently so that river water may be obtained for condensing purposes in connection with the turbines, and this could be obtained elsewhere. It would probably be found upon inquiry that the Capitol power plant is equipped to supply all the current for the buildings to be supplied by the new plant, and the heating plant could be located elsewhere.

"It is admitted that the heating feature is a very small portion of the plant and yet there is provision for an engine room, however the water and the heating plant, fifty-three feet in height from the floor to the ceiling. Why could not the entire engine plant be put over to the Capitol plant.

"Another objection is that if one of the great roads should come all the tunnels would be flooded and the heating plant rendered totally ineffective, since they are run steam through flood water, the tunnels would be flooded and the heating section of the plant be put out of business.

Only Opposition to Plant. The only opposition to the construction of the central heating and power plant which has been voiced comes from the Potomac Electric Power Company and, naturally and as is usual when any government contract is awarded, from some few disgruntled defeated bidders. The opposition of the Potomac Electric Power Company was shown both before and since the contract was awarded.

This is the comment of Byron R. Newton, assistant secretary of the Treasury, in charge of public buildings and grounds, and the office of the supervising architect of the Treasury.

Mr. Newton points out that Congress enacted the law authorizing the preparation of plans, the invitation of competitive bids and the award of contract within a certain limited number of days. The Treasury Department, he says, has proceeded within that authority vested by Congress.

There is no act of Congress that requires the approval of the fine arts commission. The request for the commission be consulted. This has been done and the plans submitted to the commission. It objected to certain features of the project as unsightly.

Work Begun Under Contract. Work has begun under the contract for the construction work of the plant. The language of the amendment, as incorporated in the bill, requiring that work shall not begin, would be impossible to comply with.

As the amendment does not require that work begun shall stop, a proper interpretation of what is the mandatory provision of the amendment may be difficult. Still it was proposed, when the amendment was considered in the Senate that the proper language of the

amendment should be considered and determined in conference. The work, so far, has been entirely devoted to preparing the ground by excavation, etc. No actual construction work has yet begun. The location, at Water street and 14th street, is out of the line of travel, although not remote from the Potomac Park, the bureau of engraving and printing, and other decorative features of Washington beautiful.

## NEW RULING CONSIDERED TO PROTECT WORKMEN

### District Commissioners Conduct Hearing on Proposed Amendments to Building Regulations.

Adoption of amendments to the building regulations designed to provide additional safeguards for men who work on scaffolding is under consideration by the District Commissioners, who gave a second hearing on the subject today.

The proposals under consideration are that all scaffolding swung from an overhead support more than ten feet from the ground shall have a safety rail; that when swinging scaffolds are used it shall be the duty of the employer to furnish a safety line for each man and to tie all hooks and hangers back on the roof.

In answer to H. D. Digney, representative local union No. 268, Brotherhood of Painters, urged adoption of the proposed regulations, asserting that similar regulations are in effect in other cities. It also was stated that the proposition has the endorsement of the Washington Building Trades Council and the Central Labor Union.

Contractor and Painter Speak. Among those who spoke at the hearing were James L. Parsons, a contractor, and W. F. Andrews, president of the Master Painters' Association. The latter was of the opinion that a rail would be of no advantage, but thought protection would be offered by individual safety lines.

Mr. Parsons saw no objection to adoption of the regulations, but expressed the opinion that the largest percentage of accidents is due not to defective scaffolding, but to the fact that the men become dizzy.

In answer to W. F. Andrews, who took the various suggestions offered under advisement, the commissioners advised that they would furnish them with a statement showing the number of accidents on scaffolding in the last five years, the causes and the kind of scaffolds on which they occurred.

JUDGE A. B. WELLS DEAD. Was in Land Office More Than Twenty Years.

Judge Absalom B. Wells, sixty-eight years old, an employee of the government land office for more than twenty years, died Saturday at his home, 3425 13th street northwest, following an illness of two weeks. Funeral services will be held at the home tonight, following which the body will be taken to Ravenswood, W. Va., for interment.

Judge Wells came to Washington from Mrs. Leona J. Wells, a son and daughter, are living. He was a member of the Masonic fraternity and of Delta Tau Delta Greek letter fraternity.

SEA DISASTERS REPORTED. Wireless Messages Tell of Sinking of Two Steamers.

NEW YORK, January 31.—The White Star freight steamer Bovic reported on her arrival here today from Manchester that she had picked up wireless messages that two steamships have been lost recently at sea, heretofore unreported.

One was the Apalachee, a British tanker in the government service; the other an unknown steamer, whose crew was rescued by the steamer Finland.

VILLA REPORTED TRAPPED. Again Said to Have Been Surrounded by Hostile Forces.

CHIHUAHUA CITY, Mexico, January 31.—Francisco Villa, according to reports received here today, had been driven out of the Picachos hills and is now surrounded by Carranza forces near El Valle.

Opposes Continental Army. ALBANY, N. Y., January 31.—The National Guard Association of New York has placed itself on record as opposing the federalizing of the militia organizations of the several states, and in opposition to the formation of a continental army for service in time of war.

Board of Governors to Meet. The board of governors of the Retail Merchants' Association is to meet at 2 o'clock tomorrow afternoon in the rooms of the association in The Star building for the annual election of officers. The board consists of the chairmen of the thirty or more trade sections of the associations.

Debating Society to Elect. Officers of the Columbian Debating Society of George Washington University are to be elected at the New Masonic Temple February 4.

French Bourse Is Steady. PARIS, January 31.—Prices were steady on the bourse today. Rentes, 61 francs; exchange on London, 25 francs 2 centimes.

Leon H. Vincent to Lecture. Leon H. Vincent is announced to lecture on Carlyle Thursday morning at 11 o'clock, at Friends School, 1811 I street.

Building Permits. Building permits were issued today to the following:

Robert A. Hale, to build garage in rear of 432 Randolph street northwest; architect, A. S. Baird; builder, A. C. Moses Construction Company; estimated cost, \$500.

Arthur Brown, to build garage in rear of 1344 Girard street northwest; architect and builder, Palmer Concrete Company; estimated cost, \$350.

H. H. Howenstein, to build three dwellings at 743-45-47 12th street southeast; architect and contractor, H. R. Howenstein; estimated cost, \$7,500.

E. H. Gottwald, to build five dwellings from 3402 to 3410 Warder street northwest; architect, J. W. Powell; builder, E. H. Gottwald; estimated cost, \$13,750.

John G. Meinberg, to repair apartment at 718 11th street southeast; estimated cost, \$2,000.

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## MINE WORKERS REFUSE TO BAR STATE GUARD

### Use of Militia in Breaking Strikes, However, Is Severely Denounced.

INDIANAPOLIS, Ind., January 31.—After a long and earnest discussion, the United Mine Workers of America, in convention here today, defeated a resolution to amend the constitution of the organization so as to exclude from its membership national guardsmen and the state constabulary.

Use in Strikes Denounced. Every member of the union, from President John P. White down, who spoke on the question denounced the use of the National Guard in strikes, but the majority contended that despite their feeling of enmity toward the militia, it would be a violation of state and federal laws and also against public policy to exclude them from membership.

The argument was made that there is no objection to the military for legitimate purposes, but there was serious objection to the National Guard being used for the purposes of breaking strikes.

Would Change State Laws. Former State Senator William Green of Ohio, secretary of the mine workers' national organization, said that instead of excluding the militia from membership in the union, the organization should go into all states and have laws passed prohibiting the National Guard from interfering in strikes as strikebreakers.

Those who favored the exclusion of the guard gave instances of alleged abuses committed by militiamen.

Part of Bridge Carried Away. The American line issued the following official statement concerning the collision last night:

"On Saturday, the Philadelphia, proceeding on her voyage to New York, while steaming down St. Georges channel, came into collision at Carmarthen bay (off the coast of Wales) with a sailing ship, resulting in considerable damage to the Philadelphia's upper structure, a portion of the bridge, several boats and the mainmast being carried away.

"The Philadelphia remained in the vicinity of the collision for some time and dispatched a boat to the assistance of the sailing vessel. Afterward, owing to her damaged condition, the captain decided to put back to Liverpool.

Passengers Will Be Transferred. "No injury was sustained by any one on board the Philadelphia and her passengers, who are all well, will be given the option of being transferred to Adriatic, sailing Wednesday, or proceeding by the Philadelphia as soon as the necessary repairs are effected."

The crew of the Ben Lee was rescued by the "York" steamship Bandon and landed at Holyhead. One seaman on the Ben Lee was badly injured.

Missing Seamen Are Safe. LIVERPOOL, January 31, 1:15 p.m.—The seven missing seamen from the American line steamship Philadelphia were landed today by a trawler at Milford Haven, Wales. After the Philadelphia's collision Saturday with the British sailing ship Ben Lee, off the coast of Wales, the seamen put off in a life boat to rescue the Ben Lee's crew, they became lost in the darkness and were adrift all night, being finally picked up by a passing steamship.

Recover Body From River. Members of the crew of the police boat yesterday morning recovered the body of Thomas Watkins, colored, from the river near the Lincoln memorial. Watkins, who resided at 747 Navy place southeast, had been missing since Friday. His body was taken to the morgue. The coroner gave a certificate of accidental death.

"Thomas Paine, Author and Poet." "Thomas Paine, Author and Poet," formed the subject of an address by Dr. J. J. Shirley before a meeting of the Washington Secular League at the Pythian Temple yesterday afternoon. Tribute to Paine and his work in the interest of freedom was paid by many in the audience.

Says People Oppose Preparedness. Prediction that the people would oppose President Wilson's preparedness program was made last night by Clarence P. Taylor of Baltimore in an address before the Sunday evening meeting in the socialist headquarters, 311 E street northwest.

Two Men Injured in Collision of Vehicles—Boy Hurt. An automobile, owned and operated by George Wells, 1233 M street northwest, and a dairy wagon in charge of Frank Flinders, 209 6th street southwest, collided at Canal and C streets southwest about 1:30 o'clock this morning. Both vehicles were damaged, and the horse drawing the dairy wagon was badly hurt. Wells sustained a fracture of his upper jawbone. He was taken to Emergency Hospital.

Dr. Harry A. Selhausen, 640 G street northwest, and John D. Gorman, 630 D street northeast, yesterday morning were in an automobile collision on Massachusetts avenue and 3d street northwest. The breaking of Dr. Selhausen's automobile was the damage done.

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## LINER PHILADELPHIA RUNS INTO SCHOONER

### Nobody Is Hurt, But Steamer Is Damaged and Returns to Liverpool Under Own Steam.

LONDON, January 31.—The American line steamer Philadelphia was in collision with the British sailing ship Ben Lee off the Welsh coast Saturday night.

Nobody on board the Philadelphia was injured. The Philadelphia sustained considerable damage to her upper structure, a portion of the bridge, several boats and the mainmast being carried away. She returned to Liverpool under her own steam.

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